

COUNTRY Germany (Soviet Zone) 25X1 Security Information REPORT NO.

TOPIC Finow Airfield

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EVALUATION see below PLACE OBTAINED 25X1

DATE OF CONTENT 17 to 25 January 1952

DATE OBTAINED 25X1 DATE PREPARED 13 February 1952

REFERENCES Paragraph 5 contains additional information 25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

TO CIA
NOV 1952

25X1 SOURCE

25X1 1. Between 2 and 4 p.m. on 17 January 1952, 23 MiG-15s, 1 PO-2 and 1 single-engine, low-wing monoplane were counted at Finow airfield. An additional seven MiG-15s were estimated there. Four MiG-15s were two-seaters.

25X1 were observed on two of the four MiG-15s. There was flying by MiG-15s; only one plane was observed aloft at one time. The planes remained in the air for 10 minutes. The intervals between the individual take-offs lasted about 15 minutes. Dives were made from an altitude of about 2,000 meters at an angle of about 45 degrees. The planes pulled out of the dive at an altitude of about 500 meters above the ground. No change of personnel was observed. Two trucks were parked at the field.

2. Radio masts and low wooden buildings were still observed in Jagen (forest-subareas) 215 and 216. A radio truck with a trailer was parked south of the runway. A board fence about 2.5 meters high was being erected along the east border of the field along Finow-Biesenthal highway. This fence was to be only 75 cm high along the flying lane. The poles were already placed in the ground.

25X1 3. At 9 a.m. on 22 January, 31 MiG-15s, 5 single-engine low-wing monoplanes, and 2 PO-2s were counted at the field. There was no flying between 9 and 10 a.m. All the quarters were occupied. There were no indications of a change in the personnel strength. The radio installations 350 meters east of Finow-Biesenthal road and in Jagen (forest subarea) 175 near Spechthausen were unchanged. Two MiG-15s flew at low altitude over Spechthausen. Poles for a fence were erected along Finow-Biesenthal road. The completed fence will probably obstruct observation of the field.

4. At 9:20 a.m. on 17 January, two MiG-15s took off at an interval of 1 minute. The aircraft flew at an altitude of 5,000 to 6,000 meters and practiced loops, rolls and dives in the vicinity of the field. The aircraft pulled out of dive at an altitude of 500 to 1,000 meters and landed at the field about 10 a.m. At 10:30 a.m., two MiG-15s took off at a distance of 50 to 100 meters. The planes flew at an altitude of 800 to 1,000 meters in the vicinity of the field and landed about 11 a.m. At 10:50 a.m., a Yak-11 took off and flew for at least one hour in the vicinity of the field at an altitude of about 1,000 meters. Its landing was not observed. After 11:30 a.m., a single and two MiG-15s took off at an interval of about 60 minutes.

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25X1

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About 4 p.m., flying was discontinued because of snow showers. German laborers erected a board fence, about 2 meters high, along the eastern boundary of the field. The fence was expected to be completed within a few days.

5. Between 8:30 and 9:30 a.m. on 25 January, 5 MiG-15s were counted at the field and an additional 20 aircraft of an undetermined type were estimated to be located there. There was no flying. Motor vehicles [] and 30 to 50 Russian women who wore Soviet uniforms were observed in Finow. The women were about 25 years old. *

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- * [] Comment. The report confirms previous information on the two fighter regiments which have been newly organized in Finow. The presence of two units was confirmed by another source and the previously reported fuel shipments from Velten fuel depot to [] the two OATBs. The two regiments which are equipped with a total of about 30 MiG-15s are not yet fully equipped. The aircraft [] observed have been confirmed by two sources. All of the aircraft are two-seater MiG-15s, i.e. type-29 planes. Construction of the previously reported board fence appears to be nearing completion.

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